

REMARKS

The above amendments and these remarks are responsive to the Office action dated June 28, 2004. Claims 1-11 are pending in the application. In the Office action, footer section text in the specification was objected to, claims 1-5, 10 and 11 were rejected under 35 U.S.C. 103(a) based on U.S. Pat. No. 6,568,376 to Sonnleitner et al. ("Sonnleitner"), and claims 6-9 were indicated as allowable. Applicant thanks the Examiner for the indication of allowability of claims 6-9. Applicant traverses the rejections, but nevertheless amends the claims as shown above, and submits the following remarks.

Specification

Applicant submits a substitute specification herewith, with the footer section text removed. No other changes have been made to the text of the specification.

Claim 1

Claim 1 has been amended to recite, "a mechanically driven supercharger provided spaced apart from the engine and configured to draw air taken in from the engine room," and to recite, "the supercharger is mounted to the body within the engine room." Two examples of such a configuration are illustrated in Figs. 3 and 4, reproduced below.

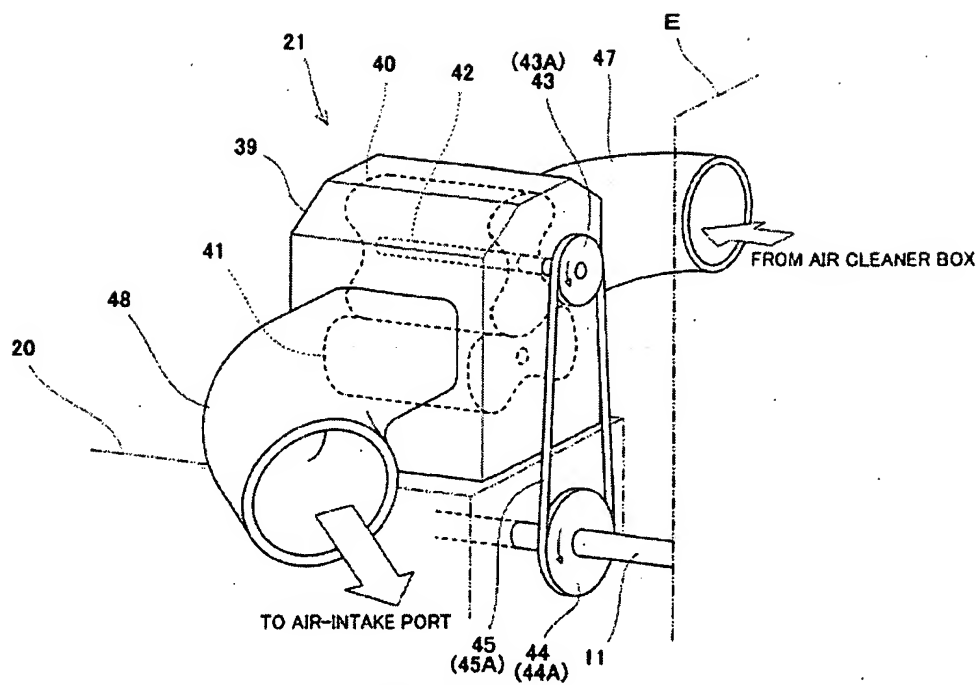


Fig. 3

Fig. 3 Subject Application

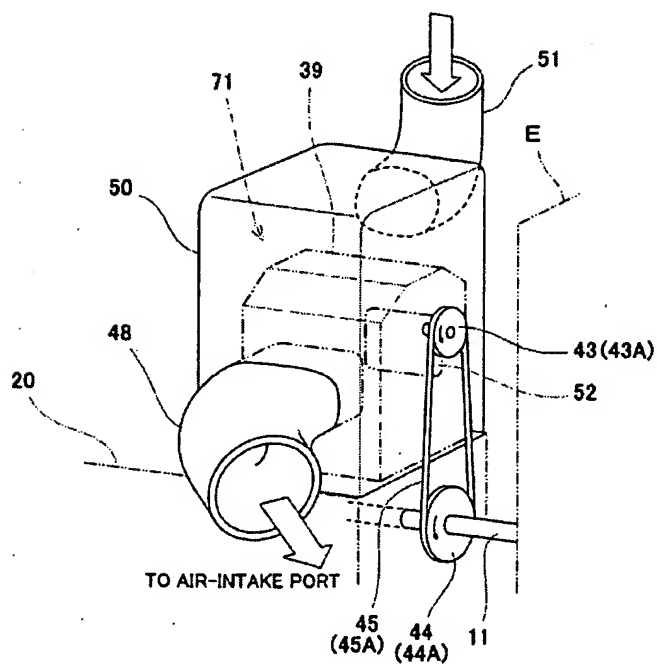
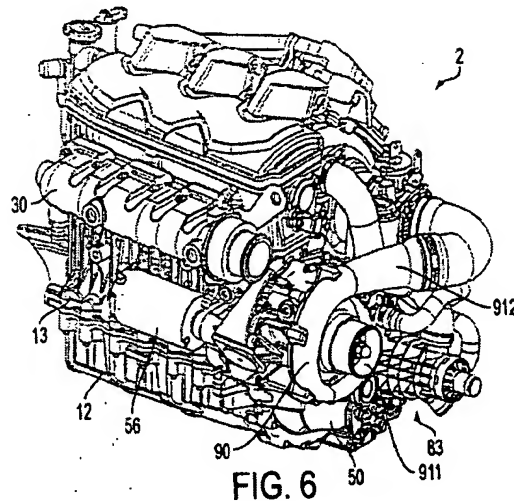


Fig. 4 Subject Application

In stark contrast, Sonnleitner appears to disclose a supercharger that is attached directly to an engine, as illustrated below in Fig. 6. Sonnleitner makes no mention of any other position for the supercharger, and thus completely fails to disclose or suggest that the supercharger could be spaced apart from the engine and mounted to the body of the watercraft, within an engine room of the watercraft.



Sonnleitner - Fig. 6

In view of the above, applicant respectfully submits that Sonnleitner fails to disclose or suggest each and every feature of amended claim 1. Therefore, applicant believes that claim 1, as well as dependent claims 2-3, 5-11, are allowable.

Claim 2

Claim 2 has been amended to clarify the structural features of the air-intake box, namely, that the air-intake box is placed within the engine room of the body, and the supercharger is accommodated within the air-intake box. The supercharger suctions the air from inside of the engine room through a space within the air-intake box. Such a structure renders the supercharger substantially waterproof. None of the cited references, including Sonnleitner, discloses or suggests such a configuration.

Claim 3

Claim 3 has been amended to clarify the structural features of the transmission mechanism and the functions of the drive mechanism, which is configured to connect the transmission mechanism to the supercharger. The structural features recited in amended claim 3 clarify that the drive mechanism of the supercharger connects the supercharger to the transmission mechanism, which does not include the output shaft of the engine. On the other hand, Sonnleitner discloses an engine in which power is transmitted between the crankshaft and the supercharger. In amended claim 3 of the subject application, the transmission shaft does not include the crankshaft (output shaft).

Claim 4

Claim 4 is cancelled without prejudice.

Claim 5

Claim 5 has been amended to clarify the structural elements configured to connect the supercharger to the extended shaft.

Claims 6-9

The language of Claims 6-9 has been amended to correspond with amended claim 3.

Claim 10


Claim 10 has been amended to clarify the structural features of the shaft casing and the placement of the supercharger.

Applicant believes that this application is now in condition for allowance, in view of the above amendments and remarks. Accordingly, applicant respectfully requests that the Examiner issue a Notice of Allowance for claims 1-3 and 5-11. If the Examiner has any questions, or if a

telephone interview would in any way advance prosecution of the application, please contact the undersigned attorney of record.

CERTIFICATE OF MAILING

I hereby certify that this correspondence is being deposited with the United States Postal Service as first class mail, postage prepaid, to: Mail Stop AMENDMENT, Commissioner for Patents, P.O. Box 1450, Alexandria, Virginia 22313-1450 on October 28, 2004.



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Respectfully submitted,

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